

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name _____

other names/site number Banks, Russell, Property (preferred) / S-9766

2. Location

street & number Northwest corner of Route 26 and White Neck's Road ☐ not for publication

city or town Millville ☒ vicinity

state Delaware code DE county Sussex code 005 zip code 19967

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

☐ entered in the National Register.

☐ See continuation sheet.

☐ determined eligible for the
National Register.

☐ See continuation sheet.

☐ determined not eligible for the
National Register.

☐ removed from the National
Register.

☐ other, (explain:) _____

Signature of the Keeper

Date of Action

Banks, Russell, Property
Name of Property

Sussex, DE
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property
(Check only one box)

- ☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
2	2	buildings
		sites
		structures
		objects
2	2	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

**Number of contributing resources previously listed
in the National Register**

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation/road-related (vehicular) - car dealership

Transportation/road-related (vehicular) - storage

Current Functions
(Enter categories from instructions)

Transportation/road related (vehicular) - gas station

Transportation/road-related (vehicular) - ice house

Domestic/single dwelling - trailer

Commerce/business - retail shop

7. Description

Architectural Classification
(Enter categories from instructions)

Other: vernacular gas station

Materials
(Enter categories from instructions)

foundation Concrete

walls Concrete

roof Asphalt

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☐ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or a grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

c. 1930

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested.
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey

- ☐ recorded by Historic American Engineering
Record # _____

Primary location of additional data

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☒ Other

Name of repository:

McCormick, Taylor & Associates, Inc.

Banks, Russell, Property

Name of Property

Sussex, DE

County and State

10. Geographical Data

Acreage of Property Less than 1 acre

UTM References

(Place additional UTM references on a continuation sheet.)

1

1	8
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6	1	1	2	0
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2	2	5	5	6	8
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Zone Easting Northing

2

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3

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Zone Easting Northing

4

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☐ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Elizabeth C. Harvey, AICP/Historic Preservation Planner

organization McCormick, Taylor & Associates, Inc date July 2003

street & number 2 Commerce Square, 2001 Market Street telephone 215.592.4200

city or town Philadelphia state PA zip code 19103

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Russell Banks

street & number RR 2, Box 152 telephone N/A

city or town Dagsboro state DE zip code 19939

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

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Architectural Description

The main building of the Russell Banks Property (Tax Parcel 1-34-12-14.00) serves as a Mobil service station. It is a two and one-half story, four-bay, concrete block, Colonial Revival building with an asphalt-shingle gable roof. The main (south) façade features, moving from east to west, a single-leaf entrance in bay one, two fixed single-light commercial windows in bays two and three, and a single-leaf entrance in bay four. The second story has wood 1/1 windows; the gable also has a wood 1/1 window. The east façade has an irregular fenestration pattern; the south façade has a single-leaf entrance with a flush door to the east and two wood 1/1 windows in the gable peak. This is a contributing feature of this resource.

To the west of the main building is a one-story, concrete block, icehouse with an asphalt-shingle, front-gable roof. The main (south) façade has a single-leaf entrance with a flush metal door; the east and west facades are unadorned. This is a contributing feature of this resource.

Statement of Significance

Baltimore Hundred is located along the southeastern coast of Sussex County, Delaware. A part of both the Lower Peninsula/Cypress Swamp (Eastern) Zone and the Coastal Zone as identified in the *Delaware Comprehensive Historic Plan*, Baltimore Hundred's history is tied to the natural features of the landscape. Bounded to the north by the Indian River Bay, to the south by the state of Maryland, to the east by the Atlantic Ocean, and to the west by Dagsboro Hundred, Baltimore Hundred's boundary was much contested through the eighteenth century. Both the colonies of Delaware and Maryland claimed the area of Baltimore Hundred; it was not until 1775 that Worchester County, Maryland released its claims to the land and ceded the territory to Delaware (Scharf, p. 1339).

Even throughout the late nineteenth and early twentieth centuries, inhabitants in Baltimore Hundred clung to historic settlement patterns and gravitated toward rural, agricultural pursuits. Many locals kept one foot "firmly planted in the eighteenth century" as conservative attitudes and agricultural practices persisted in southeastern Delaware well into the twentieth century (Williams, p. 95). The one limited exception to this pattern occurred as communities grew around transportation routes, forming small, linear roadside towns. The advent and affordability of the automobile, coupled with an improved highway system, prompted the development of truck farming. Paved roadways facilitated the timely transport of perishable fruits such as strawberries to urban markets, along with poultry. Ultimately, the development of the commercial chicken broiler industry proved to be "one of the most significant events in the evolution of Delaware commercial agriculture" that helped replace waning maritime interests (Lanier & Herman, p. 238-239).

Delaware was centrally located in what was known as the "Middle Atlantic Trucking Region" during the 1920s (Doerrfeld, p. 11). In excess of 900 miles long, this region extended from the coast of Maine southward to the Low Country of South Carolina (Doerrfeld, p. 11). Averaging only 50 miles in width, this truck farming corridor owed its existence to three factors: the string of large cities and towns situated on the east coast which served as ready markets, soils ideally suited for the cultivation of fruits and vegetables, and the "mild, semi-marine

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climate, having long frost-free seasons" due to the regulating effects of the Atlantic Ocean (Doerrfield, p. 11). In 1924, the du Pont Highway (or U.S. Route 13 and U.S. Route 113) was constructed; this roadway functioned as a vital north-south transportation artery for the state and further enhanced Delaware's truck farming economy (Williams, p. 112; Federal Writers' Project, p. 81). As Coleman du Pont's desire for a "road of the future" matured into fruition, and the State Highway Department was established by a 1917 session of the Legislature, the state of Delaware was positioned for commercial growth (Federal Writers' Project, pp. 80-81). By *circa* 1920, improved roadways meant that strawberries could be picked "in the early morning, loaded into crates and packed for market by midday and be in Philadelphia and New York by evening, there to be sent to retail stores in time for the next morning's contingent of shoppers" (Collins & Eby, p. 207).

Increasing leisure time and personal affluence, together with the expansion of paved roads and availability of the automobile, meant that summer beach resorts such as Fenwick Island and Bethany Beach grew during the twentieth century. Members of the Disciples of Christ Church from the Washington, D.C. and Scranton, Pennsylvania area founded Bethany Beach *circa* 1901 (<http://www.townofbethanybeach.com/history.html>). Rehoboth Beach, located north of Baltimore Hundred, was the hub of Sussex County shore development. Founded in 1872 by Methodists, who reclaimed the "sandy, scrub pine wasteland" into a camp meeting site, Rehoboth Beach even boasted a railroad line by 1878 (Williams, p. 122). While revival camp meetings ended at each of these beaches by WWI, rail lines, together with the du Pont Highway, meant that a steady stream of summer vacationers frequented the shore (Williams, p. 122). During the warmer months, mosquitoes were a major nuisance in these low, swampy environs. By the 1930s, however, the Civilian Conservation Corps (CCC) drained most of these marshes and helped bring the insect problem under control (Williams, pp. 122-123). Today one of Baltimore Hundred's largest tourist attractions is its' shore destinations. Beach related industries and shore development continued to thrive once the lowlands were drained in the 1930s. After WWII, shore development spread southward from Rehoboth into Dewey, Bethany, South Bethany Beach and Fenwick Island (Williams, p. 123). Destructive coastal storms and hurricanes threaten these areas, and one particular storm in March 1962 caused seven deaths and over twenty-two million dollars in property damage (Fleming, p. 65). Beach erosion continues to be problematic along most of Delaware's southeastern shoreline.

This period reflected the growing population concentrations in Baltimore Hundred. The villages of Selbyville and Ocean View each boasted a population separately of over 600 and 300 residents respectively in 1930. Ocean View received electricity in 1928, while the surrounding "necks" were electrified later (Collins and Eby, n.p.). Route 26 (or Atlantic Avenue) was re-paved with a hard surface in 1933, thereby helping farmers get their chickens to market in a timely fashion and encouraging growth of service industries, such as service stations and restaurants (*Ocean View City Council Meeting Minutes, 1889-1977*, April 24, 1933, microfilm, Delaware State Archives; De Cunzo & Gracia, p. 31). The population percentage of African-Americans, however, declined in Baltimore Hundred as many migrated north to urban centers for factory employment.

Millville, situated about four miles west of Bethany Beach along Route 26/Atlantic Avenue, also witnessed growth during 1880 to 1940. Around 1886, a group of residents, including Elisha C. Dukes, felt as though a post office was needed for the community of over 200 people (NSDAR, p. 23; U.S. Postal Service, *Post Office Department Reports of Site Locations*, 1886). While the names Dukestown or Dukesville were suggested for the

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hamlet, others wanted an appellation more descriptive of the place. Since the leading industry in the low and marshy area was the lumber mill of Captain Peter Townsend, and sorghum, molasses and gristmills proliferated nearby, the name Millville was chosen (NSDAR, p. 23). Elisha Dukes, proprietor of the local general county store, served as the first postmaster (NSDAR, p. 23). A small schoolhouse "stood off the main road to the northwest" in Millville before a newer one-room structure took its place; today, the Methodist Church occupies the lot where this schoolhouse once stood (NSDAR, p. 23). Millville continued to expand on a limited scale during the early twentieth century, for the Millville Hardware Store commenced operations in 1930, and the Millville

Following the Post-War Era, construction of relatively small, modest one or one and one-half story houses occurred along the Route 26 corridor. These houses, which will collectively be typed as Minimal Traditional for the purposes of this context, were usually constructed between c. 1940 through the 1970s.¹ Unlike many Colonial Revival houses that preceded them, Minimal Traditional houses made little attempt to carefully copy Neoclassical or Colonial prototypes (McAlester, p. 475). Instead, Minimal Traditional houses borrowed "prominent historical details (for example, Tudor half-timbering, Georgian doorways, and Queen Anne spindlework porches) and freely adapt[ed] them to contemporary forms and materials" (McAlester, p. 475). This Post-War wave of housing of "historically based styles" has essentially remained the "dominant theme in American house design" into the late twentieth century (McAlester, p. 475).

Minimal Traditional houses typically feature Tudor-inspired details and are one story or one and one-half story in height. Minimal Traditional houses usually feature a "dominant front gable and massive chimneys, but the steep Tudor roof pitch is lowered and the façade is simplified by omitting most of the traditional detailing" (McAlester, p. 477). "Eaves and rakes are close, rather than overhanging," and have a shallow or intermediate pitched roofline with few details (McAlester, p. 478). In some examples of Minimal Traditional housing, large brick exterior chimneys are seen; most examples contain at least one front-facing projecting gable (McAlester, p. 478). Window styles varied; large single-pane or multi-pane picture windows are common, as are corner windows, and single and paired double-sash windows. Shutters are commonly applied to the exterior, and the front entry is emphasized in the design (Maxwell & Massey, p. 56). Roofs are usually clad in asphalt shingles; the exterior can feature a variety of finishes, including brick, brick veneer, wood shingles or clapboard, stone or stone veneer (McAlester, p. 478). Garages are sometimes integrated into house design; however, it is anticipated that the majority of Minimal Traditional houses along the Route APE will feature single or double detached vehicular garages.

Another contemporary anticipated property type along the Route 26 corridor is the residential house-turned-retail business type. While this is a relatively recent phenomenon, occurring within the past twenty-five years with the rise of seasonal tourist activity along Route 26/Atlantic Avenue, it is nonetheless a common type found

¹ The term "Minimal Traditional" and its definition architecturally is taken from Virginia & Lee McAlester's text *A Field Guide to American Houses* (2000). See the chapter on "American Houses Since 1940," pages 476-485 for illustrations of this property type. For the purposes of this report, only those Minimal Traditional Houses fifty (50) years of age or older were evaluated under Section 106 of the National Historic Preservation Act of 1966, as amended.

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along Route 26.² Open for business from Memorial Day through Labor Day each year, these structures typically house antique dealers, collectibles, craft dealers, or art galleries.

Another commercial property type along the Route 26/Atlantic Avenue corridor is the filling/gas station, and other "Auto Support Facilities" as defined in the 1992 *Historic Context for Evaluation of Commercial Roadside Architecture*.³ As per Kevin Puleo's Summer 2001 Masters' Thesis *More Than Just a Pair of Red Pumps: Preserving Historic Gas Stations*, filling stations may potentially be eligible for listing in the *National Register of Historic Places* under Criterion A for historic themes relating to manufacturing, retailing, automobile transportation or the development of commercial landscapes.⁴ Filling stations may likewise be eligible for listing in the National Register of Historic Places according to Puleo under Criterion C for their potential connection to "the evolution of gas stations and if it is the last of its type remaining in a local area" (Puleo, p. 101). To be considered an eligible gas/filling station, a commercial property must exhibit integrity of location, design, feeling, association, workmanship, materials, and setting. For a gas station to possess integrity of location, it "must not have been moved from its original location," and should be located near a well-traveled roadside or intersection (Puleo, pp. 104-105). A gas station's position relative to the road was "an integral part of the landscape's ability to operate as an advertisement" (Puleo, p. 105). Therefore, a filling station's sight lines, property boundaries, curb cuts, traffic circulation patterns, and accessibility from the roadway are key determining factors all influence integrity of setting. For integrity of design to exist, a filling station must retain its original massing and fenestration, and be used in some commercial capacity (Puleo, pp. 109-111). Pump islands may be removed to improve the functional design of a gas station, and signs and lights need not be present for a station to retain its integrity of design, so "long as the remaining landscape components are able to convey the landscape's functional purposes during its period of significance" (Puleo, p. 110). Eligible filling stations must further exude integrity of feeling. Filling stations constructed during the 1920s and 1930s that were built to resemble houses should blend in with their residential surroundings, while those gas stations constructed from the mid-1930s to the early 1960s should "clash with their surroundings and attract a passing motorist's attention" (Puleo, p. 111). If possible, glazed windows, "regional architectural elements or materials" and integrity of driveway materials should be present on a potentially eligible gas station (Puleo, p. 113). In short, eligible gas stations must represent "their association with the use of the automobile" during the twentieth century according to Puleo's thesis (Puleo, p. 118).

According to the Delaware SHPO reviewed and approved *Historic Context for Evaluation of Commercial Roadside Architecture*, roadside properties (such as auto support facilities) should all be assessed on the

² A video provided by DelDOT of the Route 26 corridor (of Clarksville, Millville and Ocean View) in 1974 showed that very few houses had been converted into seasonal businesses. However, when footage of the same area of Route 26 was viewed from 2000, many of the same former dwellings had been converted into retail spaces, such as antique shops.

³ For more detailed information, see Elizabeth Rosin & Martha Bowers' *Historic Context for Evaluation of Commercial Roadside Architecture*, originally published in Delaware Department of Transportation Archaeology Series No. 99, Cultural Resource Survey of J.S. Route 113, Milford-Georgetown, Sussex County, Delaware (1992).

⁴ This thesis is not a Delaware SHPO reviewed or approved historic context; however, the background that Kevin Puleo offers in his thesis is helpful in providing background information for filling stations.

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"National Register Criteria for Evaluation and the Criteria Considerations" (Rosin et al., p. 24). For a roadside property to be eligible under Criterion A, a roadside resource should be "associated with patterns of settlement and development that occurred in response to the automobile" (Rosin, et al., p. 24). This may include "the development of secondary commercial districts along newly constructed state highways, and eating and lodging facilities for tourist in areas not commonly associated with colonial or railroad travel" (Rosin, et al, p. 24). Roadside properties may be eligible under Criterion B if the resource is associated "with a particular individual or family who was significantly involved with the development of roadside architecture" (Rosin, et al., p. 24).

A roadside property may be eligible under Criterion C if it embodies the "architecture or the automobile era" (Rosin, et al., p. 24). Because Route 26 is located along a rural area of Baltimore Hundred, it is anticipated that "examples of roadside architecture may be found as isolated examples or in small groups" (Rosin, et al., p. 24). "Early, traditional designs for service stations, tourist camps and motels, as well as later, streamlined designs, or buildings that exhibit identifiable traits of specific companies that developed or flourished during the automobile era" made of modern materials may be eligible under Criterion C (Rosin, et al., pp. 24-25). The criteria for evaluation holds especially true in light of the research performed by Puleo on filling stations (*See page 29*). Roadside resource may be eligible under Criterion D if the "standing buildings and archaeological sites [that] have the potential to yield information about construction technology that could not be gleaned from documentary sources" (Rosin, et al., p. 25). Lastly, it should be noted that roadside properties which have achieved significance in the past fifty (50) years may be eligible under Criteria Consideration G. "Because roadside architecture is a twentieth-century phenomenon there may be eligible properties that are not yet fifty years of age" under Criteria Consideration G according to Rosin (Rosin, et al., p. 25). In addition to these five criteria, a roadside resource must also retain "historic integrity" of location, setting, design, materials, feeling, workmanship and association in order to be recommended potentially eligible (Rosin, et al., p. 25).

The *Historic Context for Evaluation of Commercial Roadside Architecture* was developed for a cultural resource survey of the Route 113 corridor from Milford to Georgetown in Sussex County, Delaware in 1992, and delineated four property types (Auto-Support Facilities, Eating Establishments, Lodging and Other; Rosin et al., p. 23).

Determination of Eligibility

When considering the four eligibility criteria, the seven attributes of integrity, and the characteristics for filling stations in Sussex County, Baltimore Hundred, the Russell Banks Property is recommended eligible for the National Register of Historic Places under Criterion A. As stated by the current owner, the building was originally operated by Floyd McGee as a Studebaker car dealership; it is not certain when it was converted to a gas station although the owner surmised that is was before 1960. Owing to the property's direct association with the growth of the automobile--and subsequent growth of communities along Route 26--both as a dealership and as a gas station, the property is eligible under Criterion A. Increased mobility, development of the state road system, and subsequent commercial development serve as historic themes associated with this building. The automobile provided economical freedom of travel, made market centers more accessible, and allowed the beaches to become more accessible to metropolitan centers. The introduction of the state road system improved

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the transportation network, which resulted in an expanded commercial market along improved and new thoroughfares. The Russell Banks Property is not affiliated with any persons important to local, state, or national history (Criterion B). The car dealership appears to have been built after World War I. Elements of the Colonial Revival style are seen with the rectangular block constructed of masonry, the gable roof, the decorative quoins, and a raked cornice; however, overall it is of a vernacular construction. It has been thought that this domestic-inspired design of a commercial building would allow it to blend in with its residential surroundings. The owner of the property estimates that the pumps were replaced and the canopy added approximately ten years ago (Criterion C). Owing to prior ground disturbance, there is little probability that new information will result from any archaeological testing performed in the vicinity of the property (Criterion D). While the property maintains its integrity of location, design, feeling, and association as a commercial transportation related property, other features have been compromised. The setting has been altered by the introduction of a trailer home and a contemporary aluminum-clad commercial building. Most of the materials have remained unchanged and the workmanship remains evident.

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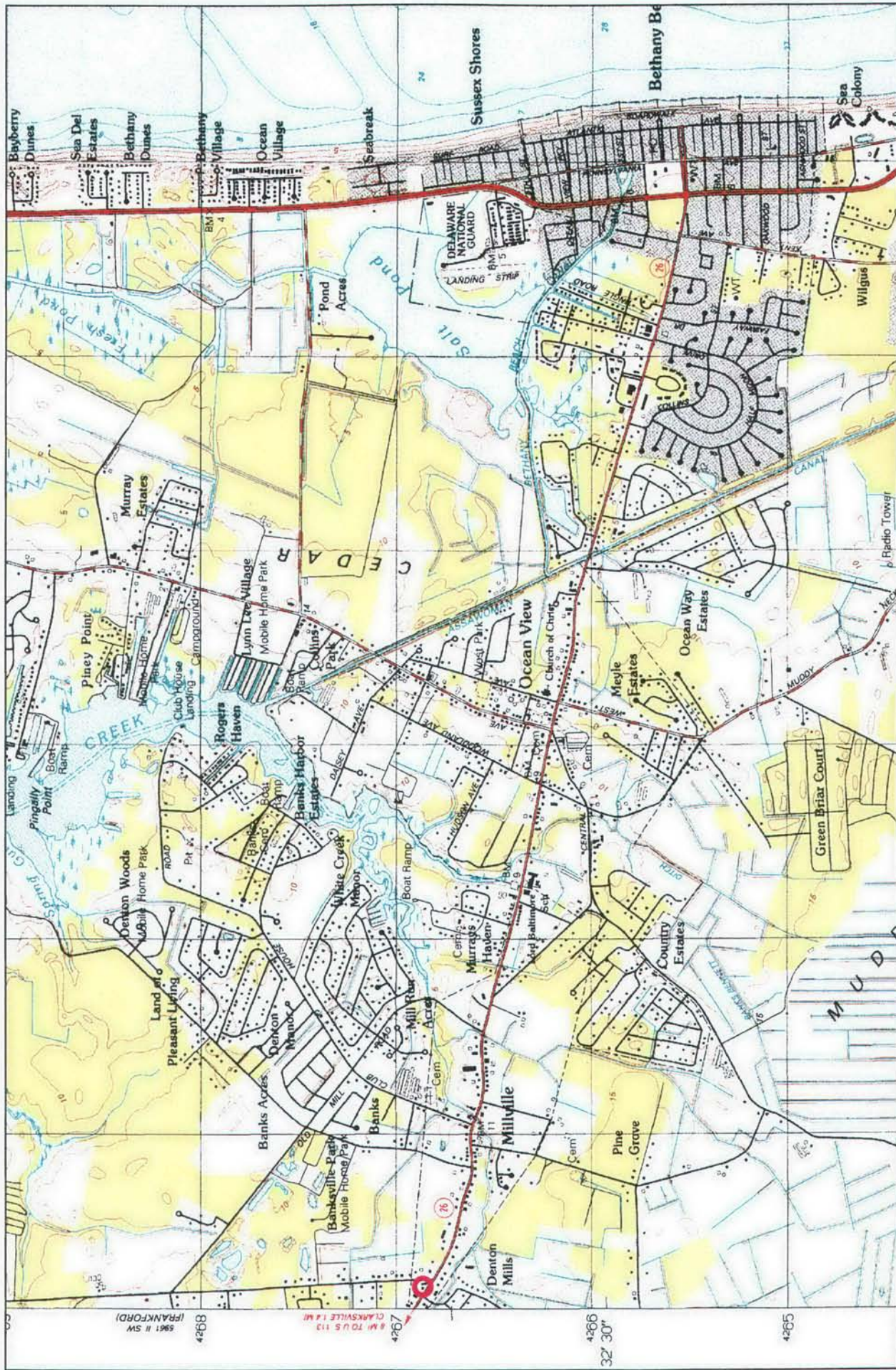
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Verbal Boundary Description

The proposed boundary for this resource follows tax parcel 1-34-12-14.00, approximately 1.63 acres, and includes the main building, ice house, and gas pumps.

Boundary Justification

In accordance with "National Register Bulletin: Defining Boundaries for National Register Properties (Revised 1997)," consideration was given to the distribution of resources, current legal boundaries, historic boundaries, natural features, and cultural features. The boundary is sufficient to convey significance under Criterion A.



Bethany Beach, Delaware
USGS Quadrangle
1984, Photorevised 1991

Zone: 18
UTM: N-225568
E-61120

Banks, Russell, Property
Northwest Corner of SR 26 & White Neck's Road
Sussex County, DE



Banks, Russell, Property
Sussex County, DE



APPROX. SCALE 1"=75'





	BUILDING 50 YEARS OLD OR OLDER
	BUILDING LESS THAN 50 YEARS OLD
	TAX PARCEL BOUNDARY
	NATIONAL REGISTER BOUNDARY (FOLLOWS TAX PARCEL BOUNDARY)



Photo 1: Russell Banks Property at northwest corner of SR 26 and White Neck's Road facing northeast.

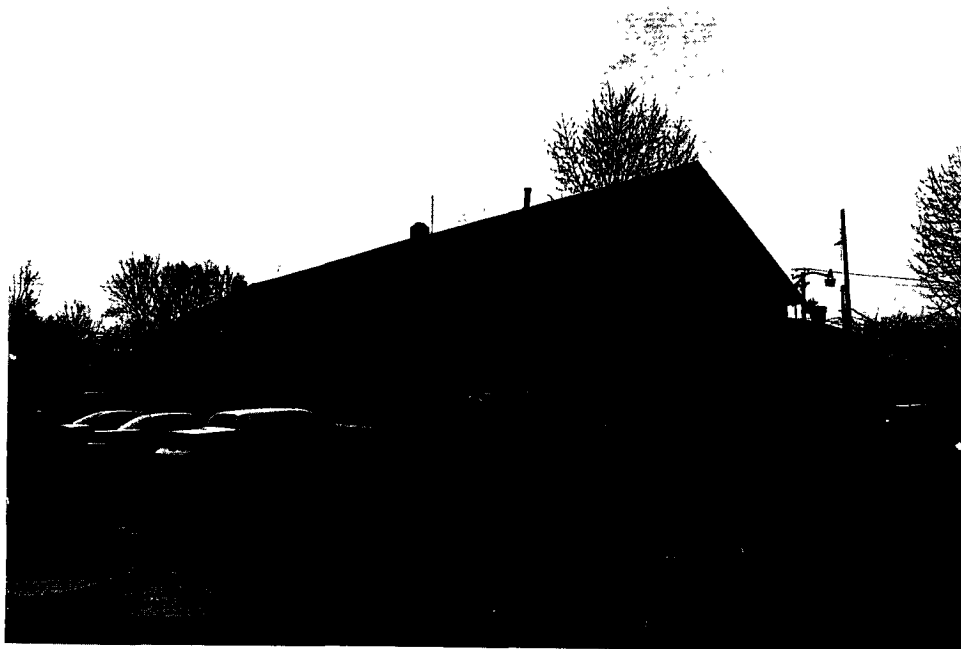


Photo 2: Russell Banks Property at northwest corner of SR 26 and White Neck's Road facing southwest.



Photo 3: Russell Banks Property at northwest corner of SR 26 and White Neck's Road facing northeast.



Photo 4: Russell Banks Property, detail of pump, at northwest corner of SR 26 and White Neck's Road facing northeast.



Photo 5: Russell Banks Property at northwest corner of SR 26 and White Neck's Road facing northeast.



Photo 6: Russell Banks Property, trailer, at northwest corner of SR 26 and White Neck's Road facing southeast.



Photo 7: Russell Banks Property, trailer, at northwest corner of SR 26 and White Neck's Road facing north.



Photo 8: Russell Banks Property, retail store, at northwest corner of SR 26 and White Neck's Road facing northwest.